

CDTA COMMITTEE AGENDA
Strategic and Operational Planning Committee
Thursday, May 21, 2020 | 12:00 PM | Microsoft Teams Meeting

Committee Item	Responsibility
Call to Order	Mike Criscione
Ascertain Quorum	Mike Criscione
Agenda Approval	Mike Criscione
Approve Minutes of Thursday, April 23, 2020	Mike Criscione
Consent Agenda Items	
• No Items Scheduled	
Administrative Discussion Items	
• Bus Lane and Mobility Hub Feasibility Studies	Ross Farrell
Executive Session	
• No Items Scheduled	
Next Meeting: Thursday, June 18, 2020, at 12:00pm via Microsoft Teams	
Adjourn	

** Indicates Material (Or Additional Material) Will Be Provided at Meeting*

Capital District Transportation Authority
Strategic and Operational Planning Committee
Meeting Minutes – April 23, 2019 at 12:40pm; via Microsoft Teams

In Attendance: via MT- Mike Criscione, Mark Shaeffer, Dave Stackrow, Pat Lance, Georgie Nugent, Jackie Falotico, Denise Figueroa; at 110 - Carm Basile, Amanda Avery, Mike Collins, Chris Desany, Lance Zarcone, Ross Farrell, Jaime Watson, Vanessa Salamy; via MT – Phil Parella, Jeremy Smith, Jon Scherzer, Sarah Matrose, Thomas Guggisberg, Stacy Sansky

Meeting Purpose

Regular monthly meeting of the Strategic and Operational Planning. Committee Chair Mike Criscione noted that a quorum was present. Minutes from the March 19, 2020 meeting were reviewed and approved.

Consent Agenda Items

No items scheduled.

Administrative Discussion Items

COVID-19 Ridership Update

- Ross Farrell reviewed the service changes and ridership impacts since COVID-19 became a material issue in our area at the beginning of March. Transit properties across the U.S. have lost significant ridership, and other modes have also been negatively impacted (rideshare, vehicular, retail foot traffic). While initial declines were steep, they have since leveled off (down 61% on weekdays and 48% on weekends). Routes to colleges are more affected than those that serve essential businesses. STAR ridership is down 65%, with most of the declines coming from recreation, school, and church-based trips.
- Our first round of service changes in response to the pandemic took place on March 23 when we adjusted most routes to a Saturday schedule, with a few enhancements in targeted areas. Based on ridership levels, on March 30 we increased span on essential routes while still cutting back on very low ridership routes.
- On April 6, we went to rear door boarding. The operations department monitors loads for compliance with social distancing and adds in stub buses to thin out crowding.
- On April 26 we did a system wide update to over 28 routes. STAR service levels (coverage, span) remain unchanged.
- Carm Basile provided additional insight as to what we are doing in response to the outbreak, and several times a week we provide detailed reports to Board members.

Executive Session

No items scheduled.

Next Meeting

Thursday, May 21, 2020 at 12:00pm via Microsoft Tea

Mobility Hub & Bus Lane Planning/Concept Design

CDTA Strategic Planning Committee
May 21, 2020



Introduction

- Two separate initiatives – “big picture” strategic planning
- Improve access, integrate fixed route and mobility services, reduce travel times, and more efficient operations
- **Planning/Conceptual Design Studies**
 1. Define Mobility Hub and Bus Lane
 2. Determine locations
 3. Develop concepts and preliminary designs



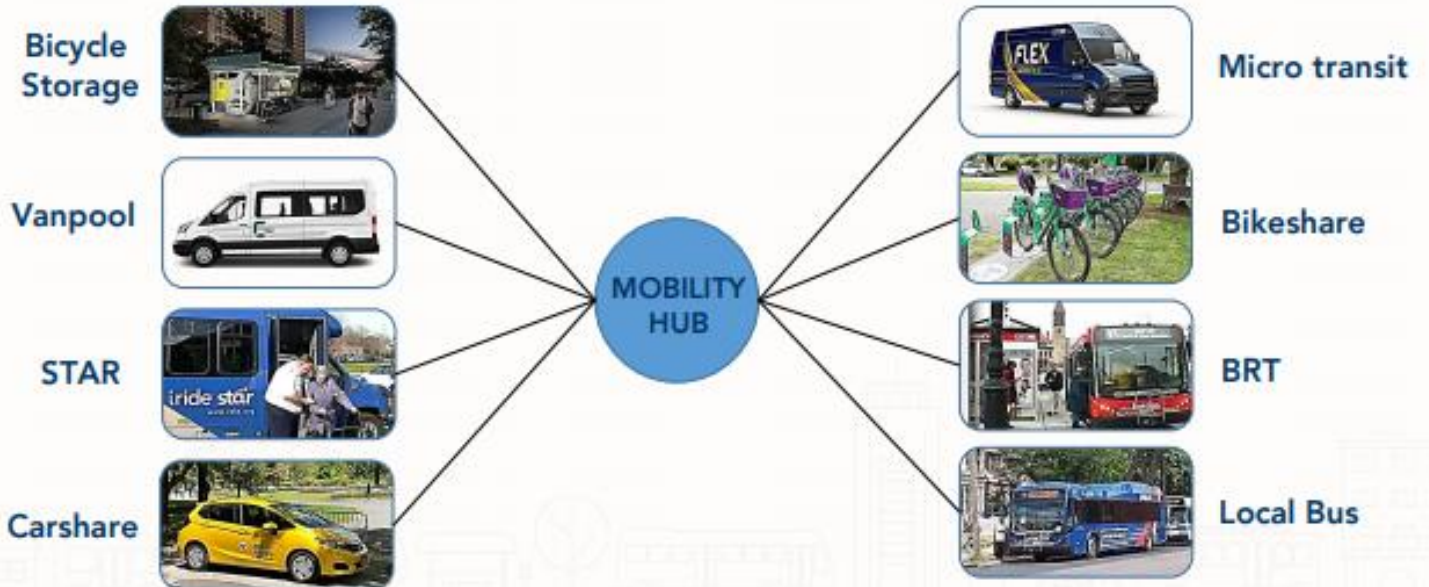
Mobility Hubs

- Integration of existing and emerging transportation options at single location
- Lower cost/easier to implement
- Outdoor facility*
- Mobility as a Service (MAAS) entry point



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Mobility Hubs



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Mobility Hubs



- \$250,000 funded by NYSERDA grant via CalStart
- In partnership with CDTC
- Level of design dependent on number of locations



Mobility Hubs



- First "Demonstration Station" at 4th & Congress in Troy by Facilities Dept

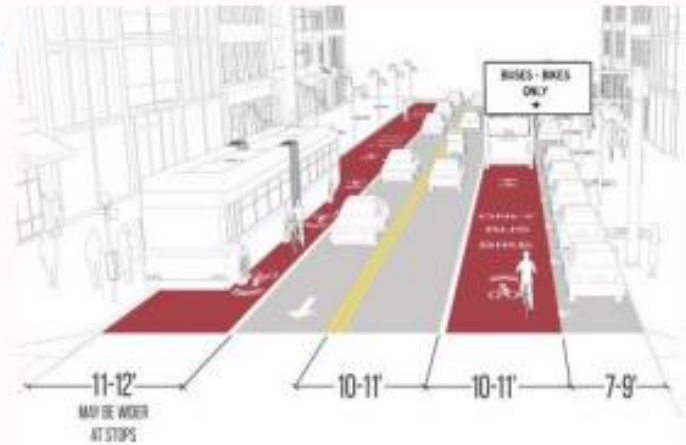


- Marketing / Finance Depts applying for AIM grant to electrify mobility services



Bus Lane Feasibility Study

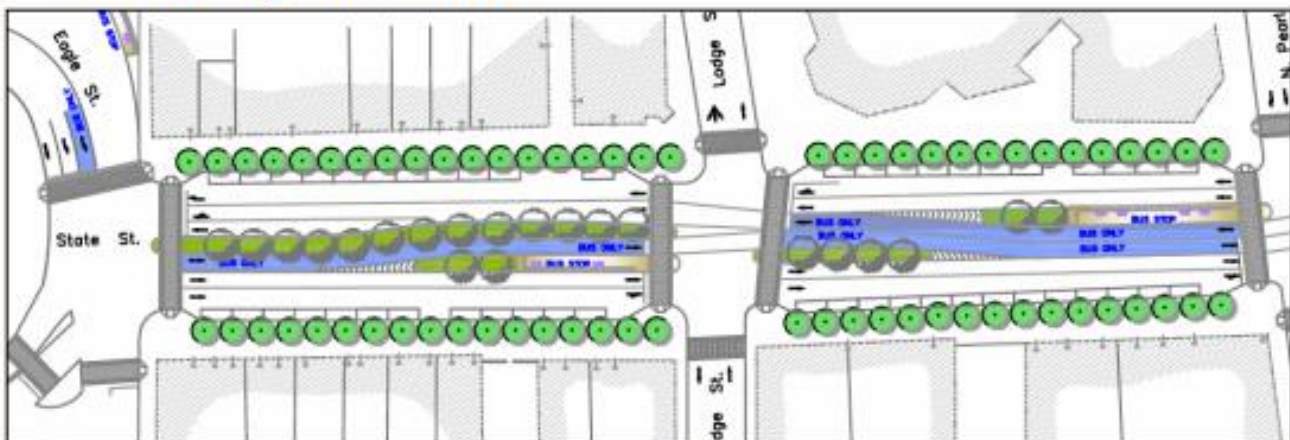
- \$100,000+ via CDTC UPWP & other possible funding sources
- Determine locations based on
 1. Ridership
 2. Travel time savings
 3. Roadway width
 4. Number of routes benefited
- Involvement/buy-in from roadway owner critical



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Bus Lane Feasibility Study

- Build on Transit Supportive Design study (2008)
- Best practices and best application using current state of industry standards



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Thank You

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